

NORFOLK AND WESTERN RAILROAD.

NORFOLK'S STEEL HIGHWAY TO THE NORTH, SOUTH, WEST AND NORTHWEST.

Reaching by Its Own Tracks:

DURHAM, N. C., and WINSTON-SALEM, N. C., with connections for all points in SOUTHEASTERN and GULF STATES.

HAGERSTOWN, MD., with connections for all points NORTH.

BRISTOL, TENN., with connections for all points SOUTH and SOUTHWEST.

NORTON, VA., with connections for all points WEST.

COLUMBUS, OHIO, with connections for all points NORTHWEST.

PENETRATING the richest area of Raw Materials for Manufacturing Industries in the South.

M. P. WILLIAMS,
Soliciting Freight Agent,
No. 66 Main Street, Norfolk, Va.

THE UNEQUALLED COALS (Steam, Gas and Domestic) of the Pocahontas, Clinch Valley and Kenova Districts

THE INEXHAUSTIBLE IRON, ZINC and LEAD ORES of Southwest Virginia.

THE BOUNDLESS HARDWOOD FORESTS of West Virginia.

MILES OF RAILWAY in operation: 1890, 701; 1894, 1,567.

TONS OF FREIGHT carried: 1890, 5,059,595; 1893, 6,325,735.

PASSENGERS carried: 1890, 1,519,231; 1893, 2,052,387.

FOR INFORMATION as to Freight Rates and Routes, Sources of Supply of Raw Materials and General Information, apply as below:

FAST PASSENGER SERVICE

—TO—

Richmond, Baltimore and New York, Washington, Philadelphia.

Lynchburg, Bristol, Knoxville, Chattanooga, Memphis, Birmingham, Mobile, New Orleans and Texas.

Columbus, Cleveland, Cincinnati, Chicago and the West.

Tickets to all Points on Sale at Passenger Station and 66 Main St.

QUICKEST LINE TO RICHMOND.

TRAFFIC DEPARTMENT,
Norfolk and Western Railroad,
Roanoke, Va.

TRANSPORTATION LINES

Continued From Ninth Page.

quality, while in South Carolina and Georgia and on the Carolina Central in North Carolina he will spin through a country well adapted to stock raising, dairying and fruit growing.

All along the route splendid advantages and facilities are offered for the development of manufactures. Notably does the proximity of several large coal fields and an inexhaustible supply of wood afford abundant cheap fuel for steam making, but a number of the finest water-powers in the world are situated along the line, some of them already highly developed. There raw material of almost every description is present or handy in great abundance. Before it gets out of Virginia the road passes through one of the largest cypress and cedar forest swamps in the world. The scene of great activity in the lumber and shingle business.

Space could not be given even to a mention of the various and numerous manufacturing industries which are flourishing along this line and which contribute to the general business of this port.

At various points along the line, beginning in Northern North Carolina, are outcroppings of exceptionally fine paving and building stones. At Graystone and Middleburg are now in operation extensive quarries of gray granite, especially valuable for paving. At Raleigh is a large quarry of building granite, and at Sanford is an inexhaustible supply of the handsomest red and brown sandstone quarried in this country. At Wadesboro is also a large quarry of brownstone, and at Elberton an immense quarry of blue-gray granite has been opened and is now being operated. Large deposits of kaolin and potter's clay have been found along the line and will doubtless soon be developed.

Important, however, as is the lumber and turpentine business and considerable as are the many other industries, the agricultural interests, particularly cotton, tobacco, truck and fruit, are the most characteristic and the best paying.

Few railroad systems in America are more ably and judiciously managed than the Seaboard Air Line. Its freight and passenger departments furnish always as perfect service as the business line will possibly justify, and have already earned an enviable reputation, and the present schedule of all trains on the road is a model of convenience.

Under the management of Mr. T. J. Anderson, the passenger department has reached a high degree of proficiency and popularity.

The careful handling and prompt delivery of freight has always been a hobby with the Seaboard Air Line, and has endeared its services to a host of shippers North and South, under the management of Mr. H. W. B. Glover, that vision of freight man has a higher reputation for capacity and ability.

Everyone in Norfolk is familiar with the magnificent terminal facilities of the Seaboard Air Line at this port. The immense warehouses and yards are capable of handling hundreds of carloads of freight daily, and ten large ocean steamers can load at these docks simultaneously.

The Chesapeake and Ohio Railroad.

The Chesapeake and Ohio is the leading trunk line from Tidewater Virginia and Washington to the West, its western terminus being Cincinnati, Ohio, where connections are made for Chicago, St. Louis, Kansas City, and all points in the West and Southwest. Through trains are run from Old Point and Newport News with steamer connections from Norfolk and Portsmouth. The equipment of the passenger trains of this company are unequalled, carrying Pullman's latest improved sleeping cars to and from Cincinnati, St. Louis, Richmond, Old Point Comfort, Washington and New York. All through trains are vestibuled, electric-lighted, steam heated and carry dining cars on which meals are served such as could

hardly be expected on a moving train.

Newly-constructed observation cars of a modern design are run between Hinton and Cincinnati, from which a beautiful view of the matchless New River scenery and Kanawha Falls can be had. Passing as the track does, on the banks of the Ohio from Ashland to Cincinnati, that classic stream is ever before the eye as the train moves smoothly and gracefully along its embankments. Too much cannot be said of the track and roadbed of the Chesapeake and Ohio. The greater portion of the distances between Newport News and Cincinnati is now covered by double track, a standard of 100-pound rail having been adopted for mountain sections and seventy-five pounds for light grade. The Chesapeake and Ohio has for some time carried the banner for regularity of its trains. The record for the past month reflects great credit upon its management, the figures showing arrivals of trains at terminals on time each day, with a few unimportant exceptions. The statements for October and November, 1894, showed increases in gross earnings \$27,191.36 and \$20,485.33, respectively, as compared with same period last year.

An improvement of particular interest to the Norfolk people is the proposed improvement in the passenger service between Norfolk and Richmond. Drawings are now being made for a new passenger boat. This boat will be designed for passenger traffic only and will have upper and lower decks, with a guaranteed speed of forty minutes run between Norfolk and Newport News, and will be ready for service early in the coming summer.

The Chesapeake and Ohio Railway Company, recognizing the importance of Norfolk as a seaport, has largely invested in most valuable property for a terminal, and will in the near future develop this property to the credit of Norfolk and the Chesapeake and Ohio Railway Company. To use a most expressive phrase the Chesapeake and Ohio has "come into Norfolk to stay" and meaning business, will prepare the most convenient and extensive passenger and freight facilities money can provide and location allow.

Plans are also being made for a new and most convenient passenger station in Richmond, superior to any station in the South and located admirably for the ingress and egress of the public, with electric car lines at the doors. The track of the Peninsula Division is being put in splendid condition so as to admit of quick time. The track has already been ballasted with rock and miles relaid with seventy-five pound steel rails. Two of the more desirable features of the stone ballast are its solidity and entire freedom from dust, the latter so very uncomfortable and annoying to the traveler.

At the annual meeting of the stockholders of the Chesapeake and Ohio Railway Company, held at the general office of the company, on October 23, 1894, the President's report says: "Attention is called to the detailed statements in the Auditor's report, and in that of the general Manager, which shows that the general operating balances of the company are in good shape financially."

The directors feel gratified that the results of the past year demonstrate the ability of the company to earn its fixed charges, even in such abnormal times as those through which it has passed. It is not likely ever to be subjected to a severer test. They are also impressed with the fact that the company, owing both to its location and facilities, will be among the first to feel any revival of prosperity. They are also pleased to say that during the troubles from railway strikes in the latter part of June last and early in July (after the close of the fiscal year) the company suffered very little, as all of its employees remained loyal, with the exception of a few at the western end of the line, whose places were easily filled. There was, however, some loss in earnings on account of the interchange of traffic, with other lines being stopped. Business, however, has resumed its normal proportions and the earnings are very encouraging."

ATLANTIC COAST LINE.

The Norfolk and Carolina Railroad.

The Norfolk and Carolina branch of the Atlantic Coast Line, is one of Norfolk's greatest sources of supply. This road runs from Norfolk to Rocky Mount, N. C., where it connects with the main line, thence to Goldsboro, Wilson, Fayetteville, Charleston, Savannah and Jacksonville.

The road passes through a country rich in agriculture and timber. It was constructed by the Coast Line people, who thoroughly appreciated the importance of having a deep water terminus here to handle with dispatch their immense carrying business in cotton and other products from far down South.

The Norfolk and Carolina has magnificent facilities at Pinner's Point, where large warehouses and docks and wharves have been erected. They own about one half mile of river front, and one hundred cars and flats on the south side of the Elizabeth river, from the United States Marine Hospital to the mouth of the Western Branch.

The general offices of the Company are in this city, where there are warehouses and wharves for the accommodation of the local business. The Company has recently made extensive improvements to their property at Pinner's Point, many thousands of dollars being spent in the improvement of terminal facilities.

The Pinner's Point and a number of strong tugs and barges are used for the transportation of passengers and freight, the run from the wharf in Norfolk being made in about ten minutes. At Pinner's Point, the terminus of the road, as well as at Lambert's Point, the terminus of the Norfolk and Western; West Norfolk, the terminus of the Atlantic and Danville, a prosperous little town is being built.

Not long since moneyed men of Durham, N. C., and Richmond, Va., organized a company for the purpose of manufacturing fertilizers and selected Pinner's Point for the location of their plant. The buildings are now well under way, and when completed will have cost in round numbers about \$250,000.

A New York financial journal, recently speaking of the company, said that "it would be the largest and most complete fertilizing works for the manufacture of high grade goods in the United States." There are also in course of erection a mammoth lumber plant.

These industries alone will add several hundred able bodied men to the working population of the towns. The Norfolk and Carolina, with its parent the Coast Line, traverses 1,121 miles of territory, which under most admirable arrangements puts Norfolk in direct and quick communication with some of the most desirable country along the Atlantic coast.

Atlantic and Danville Railway Company.

The Atlantic and Danville Railway having successfully passed through the various trials and vicissitudes incident to new line of railway, was taken out of the hands of a receiver on August 1, 1894, and is being reorganized on a thoroughly substantial basis.

The present property holders are expending a considerable amount of money with the idea of putting the road bed in a strictly first class condition, and are constructing iron bridges where wooden ones were formerly used. Nearly all the ties of the line have been filled in and the few remaining ones are in course of completion. The facilities of the road are being increased at both terminals, which has been made necessary on account of the increased traffic. From \$100,000 upwards is being expended at West Norfolk in constructing piers to accommodate eight or ten vessels, also warehouses, additional transfer barges, transfer bridge, etc. Additional land has recently been acquired at Danville for the purpose of building a new passenger depot, increased warehouse facilities, and to introduce many other improvements to accommodate the increasing trade of the enterprising city of Danville where the western terminus of the road is

at present situated. Danville is the largest bright tobacco market in the world, and one of the most prosperous cities in Virginia. The tobacco sales at Danville for the present fiscal year were 43,000,000 pounds, a large portion of which the Atlantic and Danville has handled via Norfolk, feeding the various rail and steamship lines here. Prior to its construction this traffic was handled via other routes and did not pass through Norfolk. The road runs almost due west, traversing a section of Virginia which produces lumber, truck, peanuts, tobacco and other commodities.

At Danville connection is made with the Southern Railway, the largest and most powerful railway system in the South, and with a traffic arrangement with that company the Atlantic and Danville Railway has been made the preferential connection for Norfolk business and export business via Norfolk from both its eastern and western systems, bringing to Norfolk thousands of bales of cotton and other export business formerly handled through other ports, and by reason of its geographical position and close affiliation with the Southern Railway it enables the Norfolk shippers to reach points in that system with greater facility than ever before.

The passenger service of the Atlantic and Danville Railway, in connection with that of the Southern Railway, affords to the traveling public splendid facilities for reaching all points in the South and Southwest, and operates through Pullman and buffet cars between Danville, Jacksonville, Augusta, Asheville, Atlanta, New Orleans, Birmingham and Memphis. With its steadily increasing local and through business is an important factor in the commerce of the city of Norfolk, and enjoys liberal patronage from the Norfolk merchants. It is the purpose of the present property holders to extend the road through to the coal and iron fields, and to effect an important connection with some of the western lines. The president of the Atlantic and Danville Railway is Mr. B. Newgass, senior member of the firm of B. Newgass & Co. (limited), bankers, England; Adam Tredwell, secretary and treasurer; G. M. Hughes, general manager, and Wm. H. Taylor, general freight and passenger agent.

Norfolk and Southern Railroad.

The Norfolk and Southern Railroad was constructed in 1881, from Berkley to Edenton, N. C. The company prospered opening up a rich agricultural and timber country. In 1891 the line was extended to Bellhaven by absorbing the Albemarle and Pamlico Railroad. The company established steamboat navigation on the various rivers and sounds in eastern North Carolina as feeders to its main line, and at this writing its rail and river routes aggregate 529 miles.

Recently extensive improvements have been made along the road, new and attractive buildings being provided at the principal stations.

At a large expense the company is building a new depot in this city for receiving and delivering local freight. This handsome building is on the property recently acquired by the company on Water street, and will soon be ready for use. It is admirably located for business and shipping generally. This road is one of Norfolk's most valuable feeders. Its policy has been to encourage and develop local traffic between Norfolk and the section the road traverses. Facilities in the way of reliable and quick transportation has stimulated and increased the production of truck and early vegetables for the market and markets further North. The staple products of the country along the Norfolk and Southern are corn, cotton, peanuts and rice. Manufactured lumber is an important element in operation at Elizabeth City, Hertford, Edenton, Ropers and several other stations. A line of passenger and freight steamers, operated by the Norfolk and Southern Railroad and the Old Dominion Steamship Company, between Elizabeth City, Roanoke Island and Newbern, offers to passengers and shippers a reliable route through to Wilmington and Goldsboro and the

South. This road is possibly more distinctly a Norfolk road than any that terminates here, and has been the means of greatly increasing the wholesale trade with the towns of Eastern Carolina.

Trains North are generally loaded with produce, lumber, and during the early spring fish. Trains South carry manufacturers' merchandise. During the early spring the fish shipments from Edenton are so heavy as to require special trains and to this great industry, the most important of Eastern Carolina, the Norfolk and Southern has been a great developer.

The general offices of the company are located on East Main street, Norfolk, and the heads of the various departments are progressive citizens, thoroughly identified with the growth and advancement of the material interests of this port.

New York, Philadelphia and Norfolk Railroad.

The New York, Philadelphia and Norfolk railroad furnishes one of the quickest lines to the Northern centres of trade, being only twelve hours from New York. The company, which is a part of the Pennsylvania system, has first-class facilities here for handling the large business and valuable wharves and docks at Cape Charles. The road from Cape Charles North is twenty-five miles long to Delaware, where it connects with the Pennsylvania road, and has a branch line from King's Creek to Crisfield, Md., seventeen miles long. Its property in Norfolk consists of 1,000 feet of water front with ample docks to accommodate their ships. There are two warehouses, one of them a wooden structure 45x145 feet and the other a more modern building 60x185, which is covered with corrugated iron. The company employs two steamers, three tugs and four barges to handle their business. Their steamers are strong, sea going vessels, their tugs among the largest coming to this harbor and their barges will each carry from seventeen to twenty-two freight cars. All trains at Cape Charles are met by steamers and tugs and four round trips being made daily. The company handles vast quantities of merchandise the year round, and does an extensive business during the trucking season, having special fast trains to dispatch the thousands of tons of produce piled upon their wharves by the merchants and manufacturers of Norfolk and farmers of Norfolk and Princess Anne counties.

R. B. Cooke, Esq., of this city, is the general agent of the railroad, and is most indefatigable in his efforts to push its business.

The Norfolk, Albemarle and Atlantic Railroad.

The Norfolk, Albemarle and Atlantic railroad is a magnificent narrow gauge steel rail rock ballast road from Norfolk to the famous resort Virginia Beach, seventeen miles. This road was constructed to afford pleasure and health seekers an easy means of reaching the most perfect sanitarium on the Atlantic ocean. The line passes through a country to the counties of Norfolk and Princess Anne, in a high state of cultivation and rich in original timber. In the last two years the road bed and all bridges have been recently put in perfect repair, allowing the run to be made in thirty minutes. There are two splendid hotels at the beach and fifty or more handsome cottages, the latter owned by prominent business men of this city. Virginia Beach is both a summer and winter resort, the Princess Anne Hotel, which is owned by the railroad company, being open for the entertainment of visitors all through the year. During the months of July and August this road handles more than 1,000 passengers daily. While distinctly a passenger line, this little road has a handsome freight traffic. For its mileage it is the largest carrier of freight entering this city. During the last three years the catch of fish at Virginia Beach has been an important industry, and the road has hauled during a busy season as much as 6,000 barrels of fish per month. The owners of the road are New

Yorkers, who invested about \$1,500,000 in the enterprise. They own 1,600 acres of land with three miles of ocean front.

Ocean View Railroad.

The Norfolk and Ocean View Railroad is a narrow gauge line eight miles long from Norfolk to Ocean View, one of the most popular summer resorts upon the Virginia coast. The property is owned and controlled by local capitalists who invested \$100,000 in the enterprise. The attractions at Ocean View are air, superb bathing, at high or low tide, boating without danger and fishing, with the absolute assurance that there are fish to catch. Along the beach are located a number of cottages and a dozen or more club houses—popular resorts during the heated term. Numerous trains run out of Norfolk during the summer months, and hundreds of Norfolk people can be found at the View in the afternoon, either sporting in the waters of the Chesapeake or promenading the beach and the pretty grounds, enjoying the fresh breezes from the ocean. It is hard to imagine more beautiful water scenery than this point affords. All incoming and outgoing vessels pass in easy view of the hotel grounds.

RIVER AND OCEAN ROUTES.

Albemarle and Chesapeake Canal.

The Albemarle and Chesapeake canal connects the waters of the southern branch of the Elizabeth river, which has its mouth at Norfolk, with the North Landing river, and is a part of that great landlocked waterway, or inner route from New York to the Carolina below Hatteras. The value of this route from the North to the South, in case of war, has been a subject of very interesting discussion. Vessels of all descriptions, from an ordinary row boat to a schooner of 800 tons burden, can pass through this canal from Norfolk to the Neuse river, by way of Pamlico sound. By means of this canal light draft vessels bound from Charleston, Savannah and the Florida and West Indies can avoid the worst perils of "old ocean," especially the dangerous coast of Hatteras.

The Albemarle and Chesapeake canal company's general offices are in this city. The country along this route is well adapted to agricultural pursuits, and possibly fifty per cent. of the land is covered with a heavy growth of timber. The canal is one of Norfolk's most important trade feeders.

Dismal Swamp Canal.

The Dismal Swamp Canal antedates railroading in the United States, and was one of the great enterprises of the fathers of our country. Among the original promoters Gen. Washington and Patrick Henry are mentioned. The canal commences at Deep Creek, Norfolk county, on the Western Branch of the Elizabeth river and extends in a southerly direction to South Mills, N. C., near the head waters of the Pampank river, which empties into the Albemarle sound. The canal proper is twenty-two miles long and sixty feet wide, and extends from deep water to deep water. Its depth at the northern terminus is fourteen feet and at the southern terminus twelve feet. It will accommodate vessels 100 feet long and 16 feet beam.

The property a few years ago was sold at public auction to a company composed of progressive men of means. It has been put in good condition and will be improved as the requirements demand.

The source of the water supply is from Lake Drummond of the Dismal Swamp, made famous the world over by Tom Moore, the poet. Its waters have been tested by the best chemists of the country and are considered well adapted for household uses.

The president of the company is Mr. Walter B. Brooke, Sr., of Baltimore. The general offices are in Norfolk.

The Old Dominion Steamship Company.

The Old Dominion Steamship Line is one of the most important arteries of trade leading out of this port. In addition to its large ocean

going steamers smaller vessels ply the waters of the Virginia and Carolina rivers, hauling thousands of tons of freight and carrying thousands of passengers annually.

The facilities for meeting the wants of passengers and hauling freight at this port are very superior. The steamers upon the main line from Norfolk to New York are as follows: Jamestown, 3,000 tons; Yorktown, 3,000 tons; Roanoke, 2,400 tons; Guyandotte, 2,400 tons; Old Dominion, 2,300 tons; Wyanoke, 2,200 tons; City of Columbia, 1,900 tons; Richmond, 1,500 tons.

Steamers sail from New Pier 25, North river, New York, for Norfolk on Mondays, Tuesdays, Wednesdays, Thursdays and Saturdays. From Norfolk for New York, Mondays, Tuesdays, Wednesdays, Thursdays and Saturdays. Steamer "Virginia Dare" leaves Norfolk at 3:00 p. m. each day for Suffolk and Nansemond river landings, returning from Suffolk at 8:00 a. m. following morning.

In their North Carolina service the company runs the steamer Albemarle from Norfolk via Albemarle and Chesapeake canal to Washington, N. C., at which point connection is made with company's steamers R. L. Myers and Greenville for landings on Tar river. The steamer Newbern is now in service between Elizabeth City and Newbern, N. C., in connection with the new fast freight and passenger line which the Old Dominion Steamship Company and Norfolk and Southern railroad are running.

The company has in service between Norfolk and Old Point and Hampton, Va., the steamer Luray, making two trips each way daily. Steamer Northampton makes daily trips from Norfolk to Mathews and Gloucester counties, on western shore of Chesapeake Bay. Steamer Accomac, weekly trips to Back river, Potomac river and Severn river landings, leaving Norfolk on Mondays, Wednesdays and Fridays, returning following day. Steamer Isle of Wight runs daily between Norfolk and Newport News and Smithfield, Va.

The Company owns and operates a large number of tugs, barges and lighters in their harbor service at New York. South-bound freights are principally general merchandise. North-bound freights: Garden truck, cotton, tobacco, lumber, pig iron, Southern mill products, naval stores, oysters, fish, peanuts, etc., etc. During heavy trucking season in spring and early summer the number of sailings from this port is usually doubled to take care of this business; that is, two and frequently three steamers sail from Norfolk for New York each day.

The company's wharves, docks and warehouses on Water street are 500 feet wide by 500 feet depth. The various sheds cover about 425,000 square feet of space. There are five covered warehouses, well constructed, safe for merchandise and comfortable for business. There is ample docking for the accommodation of all the vessels of the line. The company is controlled by progressive business men who are alive to the interest of this port.

Merchants' and Miners' Transportation Company.

The Merchants' and Miners' Transportation Company has been a conspicuous factor in promoting the commerce of this port for nearly half a century. The general offices are in Baltimore and the local offices and warehouses and wharves in Norfolk are at the foot of Main street. No transportation company enjoys superior facilities or are managed by more wide awake business men.

The company owns six warehouses and their docks have an aggregate water frontage of 4,000 feet, capable of handling seven ships at the same time without inconvenience. The ships of this company make regular trips to Boston, Providence and Savannah. The Boston ships are the Dorchester, Essex, Fairfax and Gloucester, of 3,000 tons each. The steamers of the Providence line are the Chatham of 3,000 tons, the Wm. Lawrence of 1,800 tons, the Morgan City of 1,800 tons, the Savannah route, the Alleghany,

Continued on Eleventh Page.